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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (21 Feb 68) FOR OT RD-674138

4 March 1968

**SUBJECT:** Operational Report - Lessons Learned, Headquarters, 145th  
Combat Aviation Battalion, Period Ending 31 October 1967

**TO:** SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT RD within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from Lessons Learned, during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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MAR 28 1968

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145th Combat Aviation Battalion

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 145TH COMBAT AVIATION BATTALION  
APO San Francisco. 96227

AVGC-CC

13 November 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967  
Reports Control Symbol CSFOR-65-(U) (UIC: WCYNHB)

TO: See Distribution

Under provisions of AR 1-19, dated 26 May 1966, USARV Reg 1-19,  
dated 8 February 1967, USARV Reg 870-2, dated 19 July 1966 and 12th Com-  
bat Aviation Group Letter, Subject: Operational Report of Lessons  
Learned, dated 27 September 1966, the Quarterly Operational Report of  
Lessons learned is hereby submitted.

FOR THE COMMANDER:

*Lawrence A. Bell*  
LAWRENCE A. BELL  
Major, Infantry  
Adjutant

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DEPARTMENT OF THE ARMY  
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APO San Francisco 96227

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13 November 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967  
Reports Control Symbol CSFOR-65-(U) (UIC: WCYNHB)

TO: See Distribution

**SECTION I**  
**SIGNIFICANT UNIT ACTIVITIES**

A. (U) GENERAL: The 145th Combat Aviation Battalion has been fully committed to combat assault and direct support operations throughout the period of report.

B. (U) MISSION: To augment the aviation support capability available to II FFORCEV and the Republic of Vietnam Forces operating within the III Corps ARVN Tactical Zone.

C. (C) ORGANIZATION:

1. The 190th Assault Helicopter Company was assigned to the 145th Combat Aviation Battalion on 5 September 1967 by 12th Combat Aviation Group General Order 37, dated 5 September 1967.

2. The 93rd Medical Detachment was reassigned to the 214th Combat Aviation Battalion on 12 October 1967 by 12th Combat Aviation Group General Orders Number 4, paragraph 1, dated 12 October 1967.

3. The 87th Quartermaster Detachment was reassigned to the 54th Artillery Group on 17 August 1967 by Headquarters, USARV, General Orders Number 5406, dated 23 October 1967.

4. Organization of the 145th Combat Aviation Battalion during the reported period included the following units, located as indicated:

a. Headquarters and Headquarters Detachment, Bien Hoa

(1) Pathfinder Detachment

(2) Security Detachment

b. 68th Assault Helicopter Company, Bien Hoa

(1) 391st Transportation Detachment

(2) 282nd Signal Detachment

(3) 430th Medical Detachment

*Downgraded at 3 year Intervals  
Declassified after 12 years  
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- c. 74th Reconnaissance Airplane Company, Phu Loi
  - (1) 563rd Transportation Detachment
- d. 118th Assault Helicopter Company, Bien Hoa
  - (1) 573rd Transportation Detachment
  - (2) 198th Signal Detachment
- e. 190th Assault Helicopter Company, Bien Hoa
  - (1) 605th Transportation Detachment
  - (2) 520th Medical Detachment
- f. 334th Armed Helicopter Company, Bien Hoa
  - (1) 571st Transportation Detachment
  - (2) 320th Signal Detachment
- g. 335th Assault Helicopter Company
  - (1) 166th Transportation Detachment
  - (2) 234th Signal Detachment
  - (3) 25th Medical Detachment

5. The 335th Assault Helicopter Company is presently TDY at Phu Hiep in support of the 173rd Airborne Brigade. This unit has been TDY since 28 May 1967.

6. The 190th Assault Helicopter Company has been TDY to the Hue/Phu Bai area since 27 September in support of the 3rd Marine Amphibious Task Force.

7. Two O-1 aircraft from the 74th Recon Apl Co remain in support of the Americal Division at Chu Lai.

D. (U) COMMAND: Significant changes of command in the 145th Combat Aviation Battalion during this period were:

1. LTC John A. Todd assumed command of the 145th Combat Aviation Battalion from COL Howard M. Moore on 7 August 1967.

2. Major Donald L. Becker assumed command of the 334th Armed Helicopter Company on 8 September 1967. Major Becker replaced LTC Daniel R. Stefanowich who was evacuated to CONUS with a head wound received during a combat mission.

3. Major William L. Bradner assumed command of the 118th Assault Helicopter Company from Major Howard K. Hostler on 29 September 1967.

4. Captain William Edwards assumed command of Headquarters and Headquarters Detachment from Major James S. Hahn on 1 September 1967.

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5. Major Donald R. Drumm assumed command of the 335th Assault Helicopter Company from LTC Charles D. Utzman on 2 October 1967.

6. Major Evans J. Guidroz assumed command of the 118th Assault Helicopter Company from Major William L. Bradner on 31 October 1967.

E. (C) PERSONNEL:

1. ADMINISTRATION: A significant change noted during this period has been in the area of civilian personnel administration. Justifications of direct hire civilian personnel allocations have been submitted twice during this quarter and a requirement exists for further justification next quarter. New yard sticks have been provided for determining civilian personnel requirements and will be used in the submission of future justification of spaces. Civilian employees of nonappropriated funds have also come under the control of the Area Civilian Personnel Officer. The purpose of this is to standardize the wage scales for these personnel and to give them basically the same privileges as direct hire personnel presently being employed under existing regulations.

2. AWARDS AND DECORATIONS: The following awards were received by individuals in the battalion during the reporting period.

a. Silver Star	4
b. Distinguished Flying Cross	52
c. Soldiers Medal	2
d. Bronze Star w/"V"	11
e. Bronze Star (svc)	35
f. Air Medal w/"V"	65
g. Air Medal	2015
h. Army Commendation Medal w/"V"	18
i. Army Commendation Medal	38
j. Purple Heart	12
k. Vietnamese Cross of Gallantry	1
l. Honor Medal 1st Class (Vietnamese)	1

3. SPECIAL SERVICES:

a. The battalion library underwent further improvements and is now a very well utilized, comfortable, air-conditioned building.

b. A miniature golf course has been received by the Special Services Officer and an area is being prepared for the layout of the course.

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c. One USO show, (America's Children) was scheduled for the battalion and was very well received. The show was held in the new 145th Cbt Avn Bn EMOM. Several other USO shows are being scheduled for the battalion.

4. COMMAND INFORMATION PROGRAM: All units in this battalion hold commanders call on a weekly rather than monthly basis. Attendance is in excess of 85% and information is presented to the troops while it is still timely. The battalion reproduces selected materials from higher headquarters in order that maximum distribution may be made. A weekly information bulletin with a command information annex is published to keep the assigned personnel informed of the latest directives and notices.

5. EDUCATION PROGRAM: The battalion education program has been curtailed during the past quarter in view of the fact the Long Binh Education Center, staffed with a full time education specialists, has been expanded to include the Bien Hoa area. All companies and battalion headquarters still maintain education officers to assist assigned personnel in planning their education goals. USAFI correspondence courses are offered and twelve individuals have applied for USAFI courses, mostly college level, during the past quarter.

6. CIVIC ACTIONS:

a. The battalion civic action program has been slightly curtailed during the past quarter due to operational commitments and the movement of units. In view of the fact that the battalion has units located in I. II, & III Corps areas, we have found it necessary to curtail some civic action projects in III Corps area because of a lack of units to support them. Village support of Binh Co Village is the most prominent cutback. Support for MEDCAP and community relations projects in this village had been waning among the local population so that it no longer seemed profitable to continue support of this project.

b. While village support projects have been cutback, orphanage support has been increased in the Bien Hoa and Phu Loi areas. This program is working very smoothly and includes minor construction projects, dictionary supplements, clothing distribution, and MEDCAP & DENTCAP support.

c. In addition to this series of projects, the battalion provides transportation for Vietnamese refugees and ARVN dependents in line with its normal missions. A helicopter is provided weekly to support a USAF MEDCAP team operating north of the Bien Hoa Air Base.

7. INFORMATION PROGRAM:

a. During the past quarter, the battalion information program has been expanded greatly. In addition to normal information operations, a battalion yearbook was published and distributed during the quarter. This eighty-eight page edition was produced to provide the battalion with a permanent record of its activities in Vietnam.

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b. Hometown news releases are submitted on each man assigned to the battalion and also on any significant activities that are undertaken by individuals. The battalion goal is a minimum of two hometown news releases per individual during his tour in Vietnam.

c. Feature stories are distributed to hometown media whenever they include mention of an individual. Stateside feedback indicates that newspaper editors are printing these releases in their papers.

d. The nightly operational summary of events is called in to the USARV information office each evening. This summary emphasizes hard news items rather than feature-type material and is released daily to all wire services and major news media. These nightly summaries have resulted in a significant increase in Army Aviation news releases for Armed Forces Radio and TV Service (AFRTS) and other media.

e. The quarter has also witnessed a significant increase in published articles in the local newspaper; mainly Stars and Stripes and the USARV Reporter.

f. During this quarter, the following news items were dispatched.

(1)	Feature stories	45
(2)	Feature pictures	20
(3)	Hometown news releases	457
(4)	Hometown pictures	12
(5)	Hometown tape recordings	19

**8. Personnel Losses and Gains: Actual and Projected**

a. Officers	Gain	Loss
August	29	41
September	52	40
October	42	40
b. Enlisted	Gain	Loss
August	78	116
September	99	113
October	126	150

**F. (C) OPERATIONS:**

1. COMINT OPERATIONS:

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a. This battalion is committed daily to tasks varying from combat support missions to reinforced battalion size combat assault operations. Battalion daily requirements for aircraft have been 10 UH-1D lift helicopters, one command and control helicopter, one maintenance helicopter, and four armed helicopters from each assault helicopter company; two UH-1D lift helicopters and 12 UH-1C armed helicopters from the 334th Armed Helicopter Company; and 19 O-1 airplanes from the 74th Reconnaissance Airplane Company.

b. During the reporting period the 145th Combat Aviation Battalion has been involved in general support of the III ARVN Corps and the 9th US Infantry Division. However, the missions of the "assault Helicopter Companies stationed at Bien Hoa have become increasingly oriented to support of the ARVN Divisions in III Corps area. The initial plan was to place one liaison officer with the 25th and 5th ARVN Divisions by 1 Nov 67, and a third with the 18th ARVN Division when another assault helicopter company is available. Effective 12 October 1967, one liaison officer commenced duty with the 25th ARVN Division. The same assault helicopter company will be committed habitually to each ARVN Division daily. A test of this system of support indicates that the following positive results can be expected:

(1) Less flying time to accomplish a greater number of combat missions. Because the individual ARVN Divisions can expect to receive the same assault helicopter company everyday for support, the division becomes more conscious of how the company is employed. Missions which can be accomplished by other means will be so accomplished. No unnecessary flight time will be placed on the company merely to justify the need for more aviation support on the following day. The division will be as interested in reducing maintenance down time as is the assault helicopter company.

(2) A rapport will be established between the division and the assault helicopter company. Both units will become accustomed to the others methods and personalities.

c. The 190th Assault Helicopter Company has been supporting the 3rd Marine Amphibious Task Force since 1 October. They have found that the Marines employ helicopters somewhat differently from the Army. The primary difference is in the employment of armed helicopters. The Marines use armed helicopters strictly for defensive fires. Offensive airborne fire is provided by their organic attack airplanes.

d. On 26 September 1967, an O-1 airplane from the 74th Recon Apl Co was overdue and a search initiated. Initially 8 O-1 aircraft were used in the search effort. This included 3 USAF FAC aircraft. Later in the afternoon, an Assault Helicopter Company was diverted and conducted a standard search. During the first day, UHF emergency homing beeps were heard intermittently but the homing stations could not get a fix on the signal.

The following day 9 O-1 aircraft conducted searches of the area. This also included USAF FAC aircraft as well as aircraft from the 74th Recon Apl Co.

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During the following week, 7-0-1 aircraft were used in the search effort. However, the missing aircraft with pilot and observer have not been found.

## e. Statistical Summary:

(1) Statistical data for the reporting period is indicated below with comparison figures for the preceding period.

	<u>1967</u> <u>AUG-OCT</u> 6	<u>1967</u> <u>MAY-JUL</u> 6
(a). Bn Combat Assaults		
(b). Bn Extractions	35	61
(c). Bn Repositions	1	19
(d). Co Combat Assaults	915	663
(e). Co Extractions	332	306
(f). Co Repositions	25	25
(g). Flying Hours	47,717	37,289
(h). Passengers	121,782	110,656
(i). Cargo (Tons)	2,338	3,109
(j). Sorties	84,144	84,305
(k). Aircraft Hit	86	141
(l). Aircraft lost	6*	3
(m). US WL	22	35
(n). US KL	6*	11
(o). VC KBAA	471	538
(p). Structures Destroyed	680	976
(q). Sampans Destroyed	823	1,891

\* 1 O-1D missing in action.

\* 1 Pilot missing in action.

## 2. PHYSICAL SECURITY:

a. Phu Loi Airfield: This battalion has the 74th Reconnaissance Airplane Company stationed at Phu Loi, RVN. The security requirement of the company, in addition to the normal internal security, is to

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furnish personnel to man a 14 hour, three-man perimeter post.

b. Bien Hoa Airbase:

(1) The 335th Assault Helicopter Company is stationed in the 173rd Airborne Brigade area of the airbase. This unit has been TDY to the II Corps area since May which has necessitated additional guard posts in the rear area to secure the equipment and personal items left behind. In addition to the normal internal security, this company furnishes personnel to man one 24 hour perimeter post and one 12 hour perimeter post.

(2) The remaining companies of this battalion are stationed on the Bien Hoa Airbase. Internal security is decentralized to company level. There are two battalion guard posts; the battalion ammo dump and the battalion motor pool.

c. Honour-Smith Compound: The 145th Combat Aviation Battalion mans one 24 hour guard post and four 12 hour guard post on the Honour-Smith Compound. Should defense of Honour-Smith Compound become necessary, the 145th Combat Aviation Battalion assumes operational control of the military tenants of the compound.

d. Aircraft of the battalion which are located at home stations are in revetments. Anticipated relocation of organic units and arrival of new units have stimulated a vigorous revetment program. Engineer support has been received in building the new metal type revetments. Every attempt is being made to complete the revetment program as soon as possible.

3. TROOP MOVEMENTS: The 335th Assault Helicopter Company remained in the central highlands in support of the 173rd Airborne Brigade. On 17 September 1967 the 335th Assault Helicopter Company commenced movement from Dak To to Phu Hiep and commenced operation in Phu Yen province in support of the 173rd Airborne Brigade.

The 190th Assault Helicopter Company arrived in Vietnam on 9 Aug 1967 and began in-country orientation and training. On 5 September 1967 it was assigned to the 145th Combat Aviation Battalion and on 8 Sep 67 became operational. After conducting operations in III CTZ for two months it was alerted to prepare for movement to Hue Phu Bai in I CTZ. On 27 Sep 67 the unit began movement to their new area of operation and closed at Hue Phu Bai on 28 Sep 67 with 25 aircraft. On 30 Sep 67 the unit was performing missions in support of 3rd Marine Amphibious Task Force. The return date is not known but is expected to be in early December.

G. (U) TRAINING:

1. MANDATORY TRAINING:

a. Mandatory training, as outlined in USARV Regulation 350-1, 12th Combat Aviation Group Training Circular Number 1 and 145th Combat Aviation Battalion Training Memorandum 66-5, is being conducted between

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breaks in daily missions and at night. Emergency First Aid procedures and aviator training to include aerial gunnery is continually emphasized.

b. One hour of mandatory monthly training on weapons handling was initiated during this period. The class objectives are to prevent accidental discharge of weapons through carelessness or lack of knowledge.

2. PHYSICAL SECURITY TRAINING: A new physical security plan was written and the battalion has conducted rehearsals and instruction through announced and unannounced practice alerts. Emphasis has been placed on training of the reaction forces and proper functioning of the perimeter guards.

3. ASSIGNED TRAINING TASKS:

a. Three VNAF "aviators completed flight training and received certificates at a graduation ceremony on 15 August 1967 conducted at 12th Combat Aviation Group Headquarters. Four VNAF Aviators joined the battalion on 11 September 1967 for training. Two of the aviators were assigned only for transitioning and completed training in 18 days. They were awarded certificates of completion by the battalion commander. The remaining two aviators are scheduled to train for the normal ninety day period. It has been requested that VNAF aviators be assigned for at least three weeks in order to provide proper transition training without infringing upon the mission capabilities of the unit.

b. Fourteen aviators from the 214th Combat Aviation Battalion were given flight training within the battalion. Individuals were attached to the assault helicopter companies stationed at Bien Hoa Airbase and received orientation training followed by participation in actual combat support missions.

c. Aviators from the 190th Assault Helicopter Company received training with companies of this battalion and with the 214th Combat Aviation Battalion during the period 9 August to 8 September 1967.

d. Three Australian Navy helicopter pilots and one Australian navigator spent two weeks and one week, respectively, training with the companies of the 145th Combat Aviation Battalion. Their training was on techniques of combat assaults and helicopter gunnery as conducted by this unit.

e. Instruction on survival, escape, and evasion was presented by representatives of the Navy Survival, Escape and Evasion School in the Philippines. One class was presented at Phu Loi and one at Bien Hoa for battalion elements.

4. COBRA NEW EQUIPMENT TRAINING:

a. Pilot transition training in the AH-1G Cobra began on 24 September for aviators of the 334th Armed Helicopter Company. A total of 12 aviators from the company was transitioned into the AH-1G.

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b. Courses were also conducted by the team on air frame maintenance, stabilization augmentation and avionics maintenance. Selected enlisted maintenance personnel from the 334th attended these courses.

c. Training was also conducted on maintenance of the T-53-L-13 engine by the team. Selected engine maintenance personnel from the 335th Assault Helicopter Company and the 334th Armed Helicopter Company received this training.

**5. RECENTLY PUBLISHED TRAINING MEMORANDUM:**

a. Information concerning VNAF aviator transition training was recently consolidated in Training Memorandum 67-4.

b. A new lesson plan on adjustment of artillery fire by Army Aviators was prepared and distributed within the battalion.

**6. SPONSORSHIP OF NEW UNITS:**

a. The 145th Combat Aviation Battalion sponsored the 25th Aviation Company which is assigned to II FFV and arrived 25 October 1967. This unit gave S-2, and S-3 briefings and insured that all requirements delineated in USARV Reg 220-10 were met.

**H. (C) INTELLIGENCE:**

1. At 0040 hours on 29 July, the Phu Loi Army Installation (XT8616), received 89 rounds of 82 MM mortar and 49 rounds of 122 MM rocket fire. There were two US KIA and 63 WIA. None of these casualties were members of this battalion. The enemy was taken under fire by counter-mortar, air and artillery support and suffered one KIA. Another VC was wounded and later captured. The units that conducted the attack were possibly elements of the 84A Artillery Regiment (NVA) and the 273rd VC Regiment (Main Force).

2. The 84A Artillery is currently believed to be the only unit in III Corps that has a rocket capability. It is common for this unit to take part in stand-off attacks in conjunction with other ground forces.

3. The pattern of enemy activity was as expected during the reporting period. In the same time frame last year, activity followed the pattern of decreased offensive operations, increased propaganda and sabotage efforts, and a general decrease in activity throughout the corps area. It is possible that the enemy takes this opportunity each year to regroup and resupply for the action that will surely follow the rainy season. It is believed that activity will resume during the next reporting period.

**I. (C) LOGISTICS:**

**1. CONSTRUCTION:**

a. The arrival of the Cobra NETT required considerable

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effort to provide the necessary facilities in order to effectively accomplish their training mission. Existing buildings were rehabilitated to provide six classrooms and necessary administration area. Even though the NETT mission is regarded as a high priority mission, extreme difficulty was encountered in getting material for the project. The entire project was "self help". All material for the project was obtained from within our own resources.

b. Sixty-six (66) new revetments were completed during the quarter. Sixty-one were constructed by the 34th Engr Bn using M8A1 matting and five were constructed by the 145th Combat Aviation Battalion units using CBU containers.

c. Six buildings in the old RMK compound were turned over to the battalion for use. These facilities are utilized by the 190th AHC as officers quarters. The buildings were in extremely bad condition and some difficulty has been encountered in getting PA&E to make the necessary repairs.

d. Some progress has been made on construction of the battalion cantonement. All facilities have been designed and bill of material submitted. The 34th Engineer Bn has agreed to provide the battalion with one man to act as liaison and to request necessary equipment as required. Getting the project organized has been an extremely difficult task since the entire project, which includes billing, administration, mess, and latrine facilities, are all self help. There is an acute shortage of tools. The aviation battalion is not authorized tool sets and engineer units do not have extra sets to lend out. Therefore, some difficulty is encountered simply due to lack of necessary construction tools.

If more Engineer support was available for the cantonement project, a considerable savings would be realized by having the battalion vacate the leased facilities presently occupied.

2. SUPPLY:

a. General supply activities during the quarter were marked by a constant redistribution of station property and special purpose equipment. The 145th Combat Aviation Battalion sponsored the 190th Assault Helicopter Company, 25th Aviation Company, and Cobra NETT, and hosted the 242nd Assault Support Helicopter Company as these units arrived in country.

b. The 335th Assault Helicopter Company remained TDY in II CTZ and the 190th Assault Helicopter Company departed for TDY in I CTZ. The extended LOC contributed to some delay in normal administrative and logistical activities conducted between the units and higher headquarters.

c. The 190th Assault Helicopter Company arrived in country without body armor or ballistic helmets. By redistributing the resources within the battalion and laterally transferring some body armor from other battalions in the 12th Combat Aviation Group, the 190th

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AHC was made mission ready. The 190th AHC is still without ballistic helmets. Proper sizing of body armor within all units of the battalion is being programmed as new body armor becomes available.

d. CAR-15 rifles were obtained for use as personal weapons for AH-1G crews. This is the only automatic weapon which could fit conveniently in the AH-1G cockpit.

**3. REFUELING OPERATIONS:**

a. The 87th QM Det was required to displace for two battalion operations during this quarter. Minimum POL pumping augmentation was required for each operation.

b. The transfer of the 87th QM Det to prestock operations required the adoption of a plan to consolidate a rapid reaction POL team from company assets for each battalion operation. This plan appears feasible especially with the plans for improved aircraft refueling points within III CTZ.

**4. AMMUNITION:**

a. Construction continued on the battalion consolidated ammunition area which became operational in August. The storage of 184 tons of ammunition with a turn over of approximately 65 tons per week presents a very real logistical challenge to a nondivisional aviation battalion which has no authorized ammunition section or MHE equipment. An aviation battalion authorized armed helicopters with more than two units in the same base camp area should have an ammunition section augmentation for the TOE.

b. Requisitions were submitted during the quarter for AGM-22B missiles to supply one M-22 armament subsystem. Lack of demand for the missile in the III CTZ has contributed to a very slow delivery time by the ASP.

c. The increased availability of A165, 7.62mm, 750 round linked minigun ammunition has contributed to a faster turn around time for aircraft armed with the XM-21 armament subsystem.

**5. ARMY AVIATION LOGISTIC AREA OPERATIONS:**

a. A realignment of requisitioning procedures for bulk POL for AALA prestock points (Song Be etc.) by 1st Logistical Command units continued to cause slippage of routine shipments of POL to Song Be. A total of three combat essential shipments was required to maintain operations during the quarter because of the low priority normally given to routine shipments. The extended chain of command between this battalion and the supplier contributed even more to the slow response for resupply actions.

b. Present plans at II FFV and USARV call for the shift of responsibility for AALA operations from the 145th Combat Aviation Battalion to units in each of the prestock areas of operations.

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J. (C) AIRCRAFT MAINTENANCE:

1. FLYING HOURS: During this quarter, the battalion flew 47,717 hours which were distributed as follows:

Type A/C	Hrs Flown	Hours Available	Average Availability Hours Per Aircraft	% Availability
O-1	10,476	62,736	2,023.4	97%
UH-1B/C	8,954	91,088	1,718.6	78%
UH-1D/H	27,365	163,392	1,776.0	80%
AH-1G	922	9,686	807.1	55%

K. (C) SIGNAL:

1. AVIONICS RETROFIT: The retrofit program for installation of AN/ARC-51 BX and AN/ARC-54 radios is in its final stages with very few aircraft awaiting retrofit. All AN/ARC-44 equipment is being turned in.

2. AIR FORCE DIAL SYSTEM: The 1500 line dial exchange operated by the Air Force at Bien Hoa Air Base presently provides limited service to the 145th Combat Aviation Battalion. Originally, as reported last quarter, this exchange was supposed to replace all of the company switchboards with complete dial service. However, due to an expected increase of new units in the Bien Hoa area, allocations for dial service have been curtailed so that a total area requirements may be reevaluated.

3. NEW BATTALION TELEPHONE EXCHANGE: Since the Air Force dial exchange is not capable of providing this battalion with full service at present, coordination was made with the 36th Signal Battalion for installation of a single SB-249 position with a capability of terminating 100 circuits. This exchange is a great improvement over the many individual company switchboards it replaced. It provides for a high degree of flexibility enabling rapid connection or disconnection as companies move into or depart the Bien Hoa area. It will convert easily to dial once the Air Force area system is complete. It has been determined that certain sole user point-to-point circuits will continue to remain in use after completion of the area system. Originally the plan was to eliminate all tactical wire.

4. AN/TRC-146 HF/SSB GROUND STATION: During this reporting period several 145th units have moved to forward areas placing additional requirements on our HF capability. Recently this headquarters received an AN/TRC-146 HF/SSB ground station which is now in daily operation at the battalion NCS. This well-designed, versatile radio set is ideal for our fixed station requirements. It has improved the communication capability of this headquarters considerably. It is used daily with three forward units presently to a range of 300 air miles with good reception.

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5. AN/ASC-11 COMMAND CONSOLE: During this reporting period two AN/ASC-11 consoles were issued to this battalion. One is presently installed in the alternate battalion command and control aircraft with the second to be installed in a company command and control aircraft. Reports received from users of this particular console indicate that compared to the AN/ASC-10 it is less desirable. The undesirable features include lack of a UHF capability, restriction in the number of passengers that may be carried and its greater weight. The AN/ASC-10 allows two jump seats while the ASC-11 allows only one additional seat.

6. AN/VSC-2: Since the last reporting period two companies in this command have received AN/VSC-2 teletype sets. These radio sets should be of great value to this battalion in the future particularly if operations become more decentralized.

L. (U) SAFETY:

1. ACCIDENTS, INCIDENTS AND LOSSES: During the reporting period, the Battalion Aviation Safety Officer reviewed 14 accidents, 15 incidents, 4 forced landings, 9 precautionary landings, and one missing aircraft. In addition 12 aircraft were lost due to combat. The major accidents included one in which seven persons lost their lives.

2. SIGNIFICANT EVENTS DURING THE QUARTER: The fatal accident was the result of a cargo door coming off in flight and destroying the main rotor system. This developed as a result of non compliance with a required M.O on the aircraft.

M. (U) FLIGHT STANDARDIZATION: No comment

N. (U) MEDICAL: No comment

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**SECTION II**  
**OBSERVATIONS (LESSONS LEARNED)**

**PART I**

**A. (U) PERSONNEL:**

**1. Policy on Assignment/Attachment:**

a. ITEM: This organization has had considerable experience in providing administrative support to subordinate units which have been deployed a great distance from home station. There have been queries from higher headquarters as to the most practical approach to take in the manner of assignment of units that are deployed away from its parent unit.

b. DISCUSSION: Past experience with the 71st, 190th and 335th Assault Helicopter Companies has shown that it is both feasible and possible to administratively support a unit that is deployed a great distance away from home station. This support has been successful primarily due to the communications and courier service that have been provided. The only major problem has been in the administration of courts-martial. Higher headquarters should designate an appropriate unit to handle courts-martials that may arise.

c. OBSERVATION: Recommend that attachment be considered only when the expected duration of relocation exceeds a period of six months. The maintenance of personnel, finance, promotions, awards and decorations records are items of primary concern. Attachment of a unit could cause a loss of that important feeling of belonging which is so important to morale. This applies to units as well as to individuals.

**B. (C) OPERATION:**

**1. Split Company Operations:**

a. ITEM: Simultaneous command and control of operations in two different areas utilizing the company UHF command net is impractical.

b. DISCUSSION: On several occasions a company has been divided into flights of five aircraft operating in separate areas. Both operations must be controlled on the company UHF net. As long as the two operations are not in progress simultaneously no problem exists, but when both operations are occurring simultaneously, effective control becomes extremely difficult due to mutual interference on the single UHF frequency.

c. OBSERVATION: When the mission dictates that the airlift platoons operate as separate units, recommend an additional UHF command and control frequency be provided each unit for the duration of the mission.

**2. Coordination of Landing Zones Preparation and Combat Assaults:**

a. ITEM: Frequently too much time elapses between the end of the artillery preparation and the beginning of armed helicopter preparation or the landing of the troop carriers. This occurs when the artillery completes its preparation 2-3 minutes early but fails to confirm that the last round has impacted.

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b. DISCUSSION: Careful planning of the sequence of events immediately preceding the troop landing is extremely important. Experience has shown that by requiring the artillery observer aboard the C&C aircraft to provide the time of flight of the artillery and to advise when the last round has cleared the tube, the armed helicopters can be positioned to place fire into the landing zone the instant the last artillery round impacts. This procedure allows continuous preparation of the LZ with little or no break. This procedure also allows for adjustment to early or late arrival of the troop carriers. In this manner continuous preparation can be maintained until the troop carriers actually land.

c. OBSERVATION: Recommend that detailed attention be given to the planning of LZ preparation at all briefings and during the operation itself. All aspects of fire coordination should be explained and planned to the mutual satisfaction of the airmobile task force commander and the airmobile commander. Emphasis should be placed on the time required to have the artillery cease fire, time of flight of artillery rounds, and identification of the last round, e.g., white phosphorous.

3. Search and Rescue Operations:

a. ITEM: Search and rescue as pertains to O-1 aircraft.

b. DISCUSSION: Due to the type missions assigned the O-1 Bird Dog in South Vietnam, most of them are flown as single ship missions. If one of these aircraft should go down and not have the opportunity to make a "MAY DAY" call, the likelihood of being located will, to a great extent, depend upon the ability of search aircraft to home in on the emergency radio signal of the downed aircraft. At the present time the emergency radios operate on 243.0 UHF. There are no Army aircraft with the capability of homing on this frequency. Recently, this unit had an O-1 overdue and a radio and ramp search was initiated with negative results. A request for Search and Rescue was initiated through channels. During this time an emergency signal was heard by several aircraft. This information was also placed into channels. After considerable time one of the aircraft involved in the search called Paris Control and advised them of the situation. The response was almost immediate. A ship with a homing capability was sent to the search area, but by this time the signal had stopped.

c. OBSERVATION: A UHF homing capability is required in Army aircraft. Each company-size aviation unit should have a limited number of aircraft with this capability.

4. Low Level-Light Television (LLLTV) System:

a. ITEM: Modification of Low Level-Light Television (LLLTV) System.

b. DISCUSSION: The LLLTV has been modified so that it may be used on any UH-1 with an XM-21 gun system. The camera mountings have all been modified to give the system more flexibility. No aircraft modification is required to accept the TV system. It can be installed by two men in less than 30 minutes.

c. OBSERVATION: The LLLTV camera mount should be modified prior to issue to provide greater flexibility.

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## 5. Security:

a. ITEM: Security of Sensitive Items.b. DISCUSSION:

(1) SURVIVAL KITS AND RADIOS: Combat losses, poor maintenance and loose control procedures are the primary reasons for the new survival kits and the new series of survival radios becoming critical items. It has been found that these items must be handled as any other sensitive item of equipment. They are becoming more difficult to replace each month. There is a requirement for at least one survival radio and as many survival kits as possible (preferably one per crewmember) to be issued each crew before departure on missions.

(2) BLOOD CHITS: Control of blood chits has become a subject of concern in the past few months. These items were initially issued to individuals to keep on their person the same fashion as a Geneva Convention Card, ID tag, etc. As individuals began to leave the command it was noted that many of the chits were not being returned to supply channels. Being an item that was in limited supply and of great value in a survival, escape, or evasion situation, better control and accountability was required.

c. OBSERVATION: It is felt that the above mentioned items are necessary for almost all missions flown by this battalion and an aggressive maintenance and control program has been established within each company operations section. Since all items must accompany each flight, it has become common practice to consolidate certain of these items into packets or kits that can easily be issued before and returned after each flight.

## C. (C) TRAINING AND ORGANIZATION:

## 1. MTOE 1-256G, 1-77G and TDA.

a. ITEM: Standardization of MTOE 1-256G, 1-59D, 1-77G.

b. DISCUSSION: This battalion has participated in preparation of the MTOE for the Non-Divisional Aviation Bn Hqs, Recon Airplane Company, Assault Helicopter Company, and Armed Helicopter Company. These MTOE do not reflect the needs created by the base camp situation of each battalion and company.

c. OBSERVATION: A TDA should be considered for the individual battalions to meet variations in base camp requirements. This would permit standardization of MTOE without detracting from mission effectiveness.

## D. (C) INTELLIGENCE:

## 1. Intelligence Summary (INTSUM).

a. ITEM: Improving Bn Intelligence Summary.

b. DISCUSSION: In past months the battalion's intelligence summary has dealt mainly with small scale, local incidents and had very little

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intelligence about the entire Corps area. The summary seldom contained items of general interest to all addressees. In short it was an "information" summary rather than an "intelligence" summary. Recently this unit has concentrated more on providing the addressees with the complete III Corps intelligence picture to give them background and a better understanding of the overall situation. Significant activities are included when they occur and an attempt is made to analyze them, bringing them into perspective with the overall picture. Almost weekly special articles, such as the Order of Battle of specific enemy units, enemy propaganda methods, and VC supply procedures, are included to broaden the readers knowledge. This has been received well by the addressees.

c. OBSERVATION: The intelligence summary is an effective method of keeping the units informed of the intelligence situation. However, to be most effective, the summary must be current and integrated into the overall intelligence picture within III Corps.

E. (C) LOGISTICS:

1. Ammunition Resupply.

a. ITEM: The increased number of rapid fire rocket and machine gun systems in the helicopter companies has not been matched by a corresponding ammunition supply and maintenance capability.

b. DISCUSSION:

(1) This battalion has three assault helicopter companies and one armed helicopter company stationed in a single base of operations.

(2) Average weekly ammunition consumption of major items by these units over a six month period, including both wet and dry seasons, has been:

7.62mm machine gun	350,000 rds
.50 Cal machine gun	3,000 rds
40mm grenade	3,000 rds
2.75 rocket	1,700 rds
smoke grenades	250 rds

(3) Maintenance of a basic load plus a two week operational load requires the stockage of approximately 184 tons of ammunition with a turnover of 65 tons per week. Experience has indicated that the ammunition storage and issue point must be operational on 24 hour basis.

(4) The present TOE of helicopter companies and aviation battalion headquarters detachment make no provision for ammunition personnel or materials handling equipment which can be used on a full time basis for the movement of ammunition.

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c. OBSERVATION:

(1) There should be an ammunition section authorized to augment the TOE of those non-divisional aviation battalions equipped with armed helicopters and having more than two companies located in the same base of operations.

(2) Assault helicopter companies stationed in areas without a consolidated ammunition supply point should be authorized ammunition storage specialists.

F. (C) MAINTENANCE:

1. Transfer of Aircraft.

a. ITEM: Transfer of aircraft in RVN.

b. DISCUSSION: The practice of transferring high time aircraft directly between using units is costly and inefficient. Several instances of aircraft transfers have resulted in the expenditure of excessive numbers of maintenance man hours at the detachment level, thereby depriving units of the utilization of these man hours which are critically needed to accomplish the direct support maintenance task. On occasions, more than one trip has been required to obtain aircraft alleged to be ready for transfer which were, in fact, unfit for flight. These additional trips reduce availability of pilots required for other missions as well as skilled technical personnel who lose valuable maintenance man hours. A proposed solution to this problem is to transfer aircraft through the supply system at DS Company level requiring the DS Company to perform detailed inspections and to utilize their capability to accomplish necessary repair prior to transfer.

c. OBSERVATION: The practice of transferring aircraft through the DS Company would insure that aircraft received by the gaining units are an asset toward mission accomplishment upon arrival. This would also reduce the work load of the gaining unit whose organic maintenance capability is already over taxed.

2. 1:1 Vertical Vibrations.

a. ITEM: Excessive amount of 1:1 vertical vibrations during normal daily flights.

b. DISCUSSION: It has been noted that after the main rotor has stopped turning the crew chief throws the tie down rope over the blade to pull it down in order to place the tie down hook in the hole in the blade tip. Many times the rope is thrown over the trim tab and when pressure is applied to pull the blade down the tab position is changed thus causing the main rotor to be out of track.

c. OBSERVATION: Recommend that the blades be depressed by an individual standing on top of the aircraft cabin so the tie down hook can be easily inserted in the hole on the blade tip by a man standing on the ground.

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G. (C) **SIGNAL:**

1. Avionics.

a. **ITEM:** Avionics Assets.

b. **DISCUSSION:** Newly assigned aviation units have arrived without an adequate avionics maintenance capability. To alleviate this situation, avionics assets within the battalion have been consolidated. However, with some of the units on temporary duty for an extended period, avionics support is limited. This lack of support creates problems in coordination, logistics and in some instances mission capability.

c. **OBSERVATION:** Provision should be made so that each company would be assured of direct avionics support by TOE.

2. Message Center.

a. **ITEM:** Airmobile Message Center.

b. **DISCUSSION:** During the current reporting period this headquarters obtained by lateral transfer, one AN/MGC-9 shelter less two component switchboards to provide a secure area for teletype operation using the TSEC KW-7 crypto device. The van provides an ideal, air transportable, storage area for crypto-graphic equipment. Without this van, elaborate provisions would have been required to provide for a secure working area.

c. **OBSERVATION:** An airmobile message center should be provided for use at battalion level to operate secure teletype and provide for storage of crypto-graphic equipment.

3. AN/ARC-134 VHF.

a. **ITEM:** AN/ARC-134 VHF Transceiver Failure.

b. **DISCUSSION:** The AN/ARC-134 VHF Transceiver that is presently installed in the AH-1G aircraft is failing at a high rate due to internal heating difficulties. The radio compartment of the AH-1G is subjected to high temperatures since the compartment is inadequately ventilated. In addition, the radio does not provide a blower to cool itself.

c. **OBSERVATION:** The radio compartment of the AH-1G aircraft requires sufficient ventilation to evacuate high equipment operating temperatures. The AN/ARC-134 radio set needs some type of internal cooling as well.

4. Electronics Equipment.

a. **ITEM:** Float Authorization for Tactical Electronics Equipment.

b. **DISCUSSION:** There is a need for a backup capability either at unit or direct support level for direct exchange of inoperative electronics equipment, specifically the AN/VRC-12 radio series, TSEC KY-7 and TSEC KY-8. This equipment has a high rate of utilization. If TOE equipment fails and is sent to maintenance for repair, it may be a considerable time before it is returned. This situation can impair an operation and create a dangerous situation.

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c. OBSERVATION: Float should be authorized for tactical electronics equipment.

5. AM-13349 Amplifier.

a. ITEM: AM-13349 Amplifier.

b. DISCUSSION: Of the three AN/VSC-2 radio teletype sets received by the command during the current reporting period, two are presently inoperative due to defective AM-3349 Amplifiers. Caution was taken with all sets to allow sufficient warm up time before the transmitter was keyed. In both instances of failure, the AM-3349 would not tune.

c. OBSERVATION: The AM-3349 Amplifier has not been dependable and should be examined for possible modification.

6. Number Codes for Army Aviators.

a. ITEM: Numerical code for Army Aviators.

b. DISCUSSION: Presently, aviators in this battalion are forced to transmit frequencies and coordinates using unauthorised codes during combat operations. The situation would not exist if a concise, easy to use, numerical code, that offered three to six hours of security, were developed. This command recognizes the fact that TSEC KY-8 equipment is being introduced; however, the installation of these devices will require considerable time. It is doubtful that all units, to include ground elements, will have a secure voice capability which indicates the requirement for a numerical code is a continuing one. Certain brevity codes might be used now to alleviate the problem to some degree; however, USARV regulation prohibits their use. The KAC-P and KAC-Q codes received by this unit are too complex to meet aviator requirements and the CAC-187, which is a simplified code, requires too much time for decoding to be of value.

c. OBSERVATION: A brief numerical code, to be used by Army Aviators in the Republic of Vietnam for the encryption of coordinates and frequencies, is vitally needed.

H. (C) MEDICAL:

1. Medical Support.

a. ITEM: Medical support for companies in the 145th Combat Aviation Battalion.

b. DISCUSSION: Because of the changes in location of various companies in this battalion and the shortages of flight surgeons in country, it has not been possible to assign a flight surgeon to each company in the battalion. However, it has been possible to provide adequate medical support for all companies in forward areas by relying on personnel and facilities from other units or services. For example the 190th Assault Helicopter Company, at Phu Bai has with it a small medical detachment which, in turn, is supported by the Marine flight surgeon and dispensary and the 3d Marine Division Hospital, all located at the base at Phu Bai. The 335th Assault

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Helicopter Company at Phu Hiep likewise has its own medical detachment and is further supported by the 268th Avn Bn surgeon and a new dispensary which is located close to the 335th company area.

c. OBSERVATION: While it is not possible to assign a flight surgeon to each company in the battalion, adequate medical support can be provided through cooperation with, and reliance upon, medical facilities from other battalions and services in the forward area. Companies located at Bien Hoa continue to be supported by the consolidated battalion dispensary, however, the close relationship between flight surgeon and company personnel is not possible by this arrangement.

2. X-ray Facilities.

a. ITEM: X-ray facilities for the 145th Cbt Avn Bn Dispensary.

b. DISCUSSION: Frequent need for x-rays in the dispensary is satisfied by the generosity of the Bien Hoa Air Force Dispensary or by the time consuming trip to the 93d Evac Hospital at Long Binh. Many minor, and some major problems could be rapidly resolved if the battalion dispensary had its own x-ray facilities. This would save considerable work time and result in increased productivity and efficiency for both the dispensary and personnel in the battalion.

c. OBSERVATION: Since x-ray facilities are included in the MTOE (256 G) for this dispensary, the value of having this equipment should be taken advantage of by securing the authorized equipment.

I. (C) SAFETY

1. Blade Strikes.

a. ITEM: Blade strikes in LZ's.

b. DISCUSSION: During the reporting period, this battalion had several blade strike incidents while utilizing landing zones which were too close to trees. The following contributed to these mishaps:

- (1) Improper selection of landing zones.
- (2) Insufficient clearing of LZ prior to arrival of aircraft.
- (3) Eager aviators attempting to land near the troops to be airlifted when the troops were improperly positioned.

c. OBSERVATION: These incidents have been reduced by command emphasis within the aviation units and education of the supported units.

J. (U) FLIGHT STANDARDIZATION: None

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SECTION II  
PART II

RECOMMENDATIONS

A. (U) PERSONNEL: None

B. (C) OPERATIONS:

1. That the UHF homing device be installed in Army aircraft.
2. That the LLLTV camera mount be modified to provide greater flexibility.

C. (U) TRAINING AND ORGANIZATION: None

D. (U) INTELLIGENCE: None

E. (C) LOGISTICS: That studies be made to determine the increased logistics requirements for aircraft ammunition supply and support at organizational and fixed base level. The loss of the crew chief and gunner on the newly introduced AH-1G, plus increased firepower, may require a support unit to be specifically tailored to provide adequate rearming and refueling facilities.

F. (C) MAINTENANCE: That aircraft be transferred through direct support maintenance units to gaining units.

G. (C) SIGNAL:

1. That the AN/ARC-134, VHF Transceiver, be modified to include a self cooling capability.

2. That the radio compartment of the AH-1G be modified to provide better ventilation.

3. That additional UHF Command and Control frequencies be provided when airlift platoons operate as separate units.

H. (C) MEDICAL: That authorized x-ray equipment be made available at the earliest possible time.

I. (U) SAFETY: None

J. (U) FLIGHT STANDARDIZATION: None

"FIRST IN VIETNAM"

*John A. Todd*  
JOHN A. TODD  
LTC, Infantry  
Commanding

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AVGC-SC(13 Nov 67) 1st Ind (C)  
SUBJECT: Operational Report - Lessons Learned (ORLL) for Period  
Ending 31 October 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, 12TH COMBAT AVIATION GROUP, APO 96266 25 November 1967

THRU: Commanding General, II Field Force Vietnam, APO 96266

TO: Assistant Chief of Staff Force Development, Department of the  
Army, Washington, D.C. 20310

1. (U) One copy of the 145th Combat Aviation Battalion's Opera-  
tional Report - Lessons Learned (ORLL) (RCS CSFOR-65) for the period  
ending 31 October 1967, is forwarded in compliance with USARV Regulation  
1-19, dated 3 November 1967.

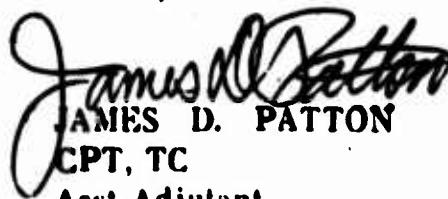
2. (C) This headquarters has reviewed subject report of the 145th  
Combat Aviation Battalion. The following comments are made:

a. Reference Section I, paragraph G. 6., page 10. The 25th  
Aviation Company (Corps) is assigned to the 12th Combat Aviation Group  
and OPCON to II FFORCEV.

b. Reference Section II, Part I, paragraph G. 2., page 20.  
Concur; however, the requirement may not exist for all battalions as  
their manner of conducting operations are not all the same. Some  
battalions can conduct operations without the requirement of moving  
from their base camp.

c. Reference Section II, Part I, paragraph G. 6., page 21.  
These codes are presently available and the unit has been advised to  
submit their requirements IAW AR 380-52.

FOR THE COMMANDER:

  
JAMES D. PATTON  
CPT, TC  
Asst Adjutant

Downgraded at 3 year Intervals  
Declassified after 12 years  
DOD DIR 5200.10

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AVFBC-RR-H (13 Nov 67)

2d Ind

SUBJECT: Operational Report-Lessons Learned for Quarterly Period Ending  
31 October 1967 (RCS CSFOR-65) (UIC-WDFU TO) (U)

DA HQ II FFORCEV, APO San Francisco 96266 28 DEC 1967

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96307

Commanding General, US Army Vietnam, ATTN: AVHGC-DH, APO 96375

Commander-In-Chief, US Army Pacific, ATTN: GPOP-OT, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the Army, Washington, D.C. 20310

1. Subject report is forwarded.

2. This command has reviewed the attached report and concurs with the comments and recommendations as modified by the 1st Indorsement, with the following comments:

a. Section II, p 16, para B,3. ENSURE number 147 was submitted by MACV to ECOM on 10 Jan 1967 for a new emergency radio. It is expected that the radio will be delivered soon. It will have an FM capability so that any Army aircraft can home in on a downed pilot. Basis of issue will be one per aircraft.

b. Section II, p 16, para B,4. The Low Level-Light Television (LLLTV) system was modified locally by the Westinghouse Technical representative working with the project by verbal authority of the U.S. Army Project Manager, Night Vision. The LLLTV was moved from a fixed position under the aircraft to a pylon on the side, thus giving it a traversing capability. Improved wiring was also installed in the video system in an attempt to reduce interference from organic electronic equipment. An MWO has not been submitted because the equipment is experimental. Copies of all correspondence regarding this system have been forwarded to the Commanding General, USARV, through the Commanding Officer, 12th Combat Aviation Group.

c. Section II, p 17, para C,1. A manpower survey has been conducted by the Battalion S-1's. A schedule-X for each battalion (to include all base camps) has been submitted to USARV thru the Commanding General, 1st Aviation Brigade.

d. Section II, p 18, para E,1. The present ceiling on personnel in USARV has precluded the addition of these personnel to the MTOE of the AHC. The 18 enlisted men of the armed platoon must perform this function as an additional requirement. The proposed MTOE for the armed company has 38 enlisted men in two armed platoons.

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28 DEC 1967

AVFBC-RE-H (13 Nov 67)

SUBJECT: Operational Report-Lessons Learned for Quarterly Period Ending  
31 October 1967 (RCS CSFOR-65) (UIC-WDFU TO) (U)

e. Section II, p 15, para B,1. Split Company Operations. Additional UHF frequencies have been issued to this unit for split company operations to alleviate the frequency problem.

f. Section II, p 20, para G,1. The shortage of avionics assets was discussed with the ECOM representatives during the September Avionics Conference. As a result, the last detachment arrived in Vietnam with most of its float equipment. Each element of a fragmented ABC was provided some avionics support.

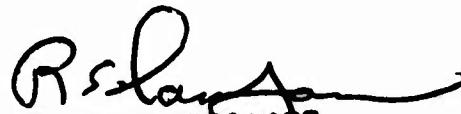
g. Section II, p 20, para G,3. The AH-1G New Equipment Training Team (NETT) has replaced inspection plates in the tail boom with wire screens and mounted an aircoop inside the tail boom to direct air over the radio. The action was submitted to the ECOM representative here and will also be submitted to the U.S. Army Electronics Command for consideration.

h. Section II, p 20, para G,4. TSEC equipment cannot be authorized in maintenance floats due to the accounting procedures required for classified materiel. Movement of the VRC-12 repair facility from Rice Mill to Long Binh has alleviated this maintenance problem.

i. Section II, p 21, para G,5. The AM-3349 is a new item. It was tested for one year prior to being issued in the field. The majority of maintenance problems were the result of inexperienced operators.

j. Section II, p 22, para H,2. Equipment has been requisitioned and will be issued when available in depot stock.

FOR THE COMMANDER:

  
R. E. WAMBORGANS  
CPT, AGC  
Asst AG

AVBA-C (13 Nov 67)

3rd Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967  
Reports Control Symbol CSFCK-65-(U) (UIC: WCYNHB)

HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

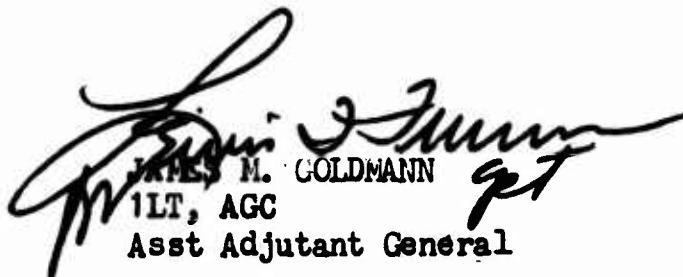
JAN 7 1968

THRU: Commanding General, US Army Vietnam, ATTN: AVHCC-DST, APO 96375  
Commander in Chief, US Army Pacific, ATTN: GPOF-OT, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the Army  
(ACSFOR DA), Washington, D.C. 20310

This headquarters has reviewed subject report of the 145th Combat Aviation Battalion, considers it to be adequate and concurs with the contents as indorsed.

FOR THE COMMANDER:

  
JAMES M. GOLDMANN  
1LT, AGC  
Asst Adjutant General

AVHGC-DST (13 Nov 67)

4th Ind (U)

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967  
Reports Control Symbol CSFOR-65-(U) (UIC: WCYNAHB)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375

9 JAN 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned  
for the period ending 31 October 1967 from Headquarters, 145th Combat Aviation  
Battalion (CYNA) as indorsed.

2. Correct UIC Number WCYNAHB.

3. Concur with report as indorsed. Report is considered adequate.

FOR THE COMMANDER:

*C. S. Nakatsukasa*  
C. S. NAKATSUKASA  
Captain, AGC  
Assistant Adjutant General

Copies furn:

HQ, 1st Avn Bde

HQ, 145th Cmbt Avn Bn

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GPOP-DT(13 Nov 67)

(U)5th Ind

SUBJECT: Operational Report for the Quarterly Period Ending 31 October  
1967 from HQ, 145th Cbt Avn Bn (UIC: WCYNAA) (RCS CSFOR-65)(U)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 14 FEB 1968

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-  
ment and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
LEAVRIN SNYDER  
CPT, AGC  
Asst AG

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Security Classification

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**Experiences of unit engaged in counterinsurgency operations, 1 Aug - 31 Oct 1967**

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**CO, 145th Combat Aviation Battalion**

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